

**City of Greensboro Planning Department
Zoning Staff Report
January 10, 2004 Public Hearing**

The information provided in this staff report has been included for the purpose of reviewing proposed zoning changes. Since the zoning process does not require a site plan, there may be additional requirements placed on the property through the Technical Review Committee process to address subdivision and development regulations.

Item: I
Location: The south side of Interstate 40 east of Bridford Parkway
Applicant: Wendover South Associates Limited Partnership
Owner: Wendover South Associates Limited Partnership
From: CD-SC
To: CD-HB

Conditions: 1) The property is to be developed for the same use as the property located contiguous to and west of the property.
 2) Access shall be provided through the property to the west.
 3) No outdoor advertising signs (billboards) will be allowed on the property.

SITE INFORMATION	
Max. Developable Units & Density	N/A
Net Density of Developable Land	N/A
Existing Land Use	Undeveloped
Acreage	1.7
Physical Characteristics	<i>Topography:</i> Generally Flat <i>Vegetation:</i> Wooded <i>Other:</i> N/A
Overlay Districts	N/A
Historic District/Resources	N/A
Generalized Future Land Use	Commercial
Other	N/A

SURROUNDING ZONING AND LAND USE		
Location	Land Use	Zoning
<i>North</i>	I-40	RM-12
<i>South</i>	Wal-Mart & Sam's Club Shopping Center	CD-SC
<i>East</i>	Sam's Club Parking Area	CD-SC
<i>West</i>	Flow, Saab, Hummer, Saturn of Greensboro Auto Dealer	CD-HB

ZONING HISTORY		
Case #	Year	Request Summary
2762	1999	This property was part of the Bridford-Hornaday Annexation Area that was annexed in 1999. The original zoning of CU-SC was established by City Council on September 7, 1999 and contained carry-over conditions that were originally approved by Guilford County.

DIFFERENCES BETWEEN CD-SC (EXISTING) AND CD-HB (PROPOSED) ZONING DISTRICTS
<p>CD-SC: Primarily intended to accommodate a wide range of high intensity retail and service developments meeting the shopping needs of the community and the region. The district is established on large sites to provide locations for major developments which contain multiple uses, shared parking and drives, and coordinated signage and landscaping. The current conditions require the property to be developed as a unit under one unified development plan with the property contiguous and to the south of the property, and require access to be provided through the property to the south.</p>
<p>CD-HB: Primarily intended to accommodate retail, service, and distributive uses which are typically located along thoroughfares. The district is established to provide locations for establishments which cater primarily to passing motorists and require high visibility and good road access. Developments in this district generally have substantial front setbacks. See conditions for restrictions proposed for this property.</p>

TRANSPORTATION	
Street Classification	Bridford Parkway – Minor Thoroughfare.
Site Access	Existing.
Traffic Counts	Bridford Parkway ADT = 11,174
Trip Generation	N/A.
Sidewalks	N/A.
Transit	No.
Traffic Impact Study	Not required.
Street Connectivity	N/A.
Other	N/A.

ENVIRONMENTAL REVIEW	
Water Supply Watershed	No, South Buffalo Creek
Floodplains	None
Streams	None
Other	N/A

LANDSCAPING REQUIREMENTS	
Location	Required Planting Yard Type and Rate
<i>North</i>	Street Yard - 8' avg. width; 2 canopy/100', 4 understory/100', 17shrubs/100'
<i>South</i>	Type D Yard - 5' avg. width; 2 understory/100', 18 shrubs/100'
<i>East</i>	Type D Yard - 5' avg. width; 2 understory/100', 18 shrubs/100'
<i>West</i>	Type D Yard - 5' avg. width; 2 understory/100', 18 shrubs/100'

CONNECTIONS 2025 COMPREHENSIVE PLAN POLICIES

Connections 2025 Written Policies:

POLICY 7C.3: Identify brownfield sites and ***underutilized/abandoned properties*** and buildings and expedite opportunities for development.

Connections 2025 Map Policies:

The area requested for rezoning lies within the following map classifications:

Commercial: This designation applies to large concentrations of commercial uses, such as recently constructed major shopping centers and "big box" retail. Such properties may not be expected to undergo redevelopment or a change in use over the plan horizon, and the immediate areas in which they are located may not be suitable for the introduction of mixed uses. While some new commercial centers are anticipated, in general new retail and commercial service uses will be encouraged within more diversified mixed-use centers rather than as stand-alone shopping centers or expanding highway commercial "strips."

CONFORMITY WITH OTHER PLANS

The following aspects of relevant plans may be applicable in this case:

City Plans: N/A

Other Plans: N/A

STAFF COMMENTS

Planning: The original zoning of CU-SC was established by City Council on September 7, 1999 and contained carry-over conditions that were originally approved by Guilford County. The original intention was that this property would be developed in conjunction with the property to the south that contains Wal-Mart and Sam's Club. The net result of this rezoning is that the orientation of development will shift so that the property will be developed in conjunction with the property to the west (the auto dealership).

Commercial zoning is compatible with the Generalized Future Land Use Map which designates this area as Commercial. This designation applies to large concentrations of commercial uses, such as recently constructed major shopping centers and "big box" retail.

Either CD-SC or CD-HB is a reasonable classification for this tract given the adjacent zoning designations and compatibility with Connections 2025.

GDOT: No additional comments.

Water Resources: Possible on-site detention to meet quantity ordinance.

STAFF RECOMMENDATION

Based on all the information contained in this report, the Planning Department recommends approval.